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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY USSR (Rostov Oblast)

DATE DISTR. 20 Dec. 1949

SUBJECT Budenny Locomotive Plant in Novocherkassk

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NO. OF ENCLS. (LISTED BELOW) 2 @

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SUPPLEMENT TO REPORT NO. 25X1X

1. Significance of the Plant

It is the most important plant for the construction of electro-locomotives and presumably the only plant constructing express train electro-locomotives.

2. Location and Traffic Facilities

The plant is located approximately 3.7 miles north-northwest of NOVOCHERKASSK (47°24'N/40°06'E) (town center) at the NOVOCHERKASSK-SHAKHTY (47°46'N/40°12'E) railroad line (see Annex No. 1).

3. Reconstruction of the Plant

The plant was partly destroyed during the war. Its reconstruction was started in 1945 and part of the plant resumed operation in 1946. Some new workshops were added to the plant but the new constructions were not completed in 1949.*

4. Plant Installations

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(The following enumeration corresponds to the numbers of Annex 2.

a. Lathe Department (No. 1)
Installation: unknown.
Production: Daily output allegedly 800 axles, 2,000 mm long and 45 mm in diameter.

b. Mechanical Department (No. 2)
Installation: Lathes
Production: Tooling of copper and brass parts

c. Foundry (No. 3

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Installation: 1 small foundry furnace for aluminum parts
1 or 2 electric furnaces
hand and mechanical molding shop
Part 3a of the building has spur tracks as well as a crane of 5-ton loading capacity which could be moved into part 3 of the building. Raw material was also stored in part 3a.
Production: Casting of bearings.

d. Steel Foundry (No. 4)
Installation: 2 open-hearth furnaces.
Production: Casting of wheels and other steel parts.

e. Pattern-making Shop (No. 4a)
Details unknown.

f. Another foundry (No. 5)

g. Rolling Mill (No. 6)
No details available.

h. Forge (No. 7)
Installations 1 large and 2 small steam hammers
2 large annealing furnaces with coal firing
1 forging furnace
1 large cutting machine
The hardening shop with annealing furnace and the welding shop are allegedly housed in the same part of the building and at present are still under construction.

i. Assembly Department for the Assembly of Locomotive Superstructures (No. 8)
No details available.

j. Final Assembly Department (No. 9)
The building is subdivided into eight sub-departments:

Sub-department I: It receives forged parts for frames and superstructures. The frames are assembled without wheels. It has an electric welding shop and a painting shop.

" II: It has 30 to 40 lathes, milling, drilling, and shaping machines (including one 13- to 16-foot shaping machine for tooling frames). Small parts are produced.

" III: Three large plate shears were observed. Transformer sheets are produced (by grinding) and transformers assembled.

" IV: It has approximately 25 lathes, milling and grinding machines. Motor shafts (?) were tooled.

" V: It has the central power distributing installation.

" VI: It has 12 large lathes and shaping machines. Wheels and axles are tooled.

" VII) Final assembly. No details available.
" VIII)

k. Motor Construction Department (?) (No. 10)
It was reported by one source [redacted] who designated this department "generator construction department". 25X1X

l. Depot for Electrical Parts (No. 11)
25X1X According to one source [redacted] cables were processed in this building.

m. New Building (No. 12)
Use unknown.

n. Oxygen Depot (No. 13)

o. Administration Building (No. 14)

p. Garage (No. 15)

q. Plant Building (No. 16)
Use unknown.

5. Production

a. Construction Model

The electro-locomotives VL-19 (since 1948 in mass-production) and VL-22 were built.
Axle formula: 0-3-0, 0-3-0. Weight: 126 tons,** Number of motors: 6. Length: 53 feet. Capacity: 2,700 HP. Motor working voltage: 1,500 volt.
The VL-22 is built for a maximum speed of 46.5 miles.

b. Production Figures

(1) Only repairs were made in 1946. The first locomotives (still the old VL-22 model) were completed in March 1947. VL-19 and VL-22m models were built in April 1948. The 1948 schedule was 50 locomotives. The monthly output increased to 7 units in April 1949 (2 or 3 units in March 1947, 4 or 5 units in April 1948).

(2) The scheduled monthly output of the plant is scheduled to reach 20 locomotives in 1950, i.e., all electro-locomotives to be built in the USSR in 1950 according to this plan will be produced by this plant.

(3) A sideline production of pails and corn mills was indicated
25X1 by one source [redacted].

6. Work Force and Working Time

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The indications vary from 2,500 (early in 1948) to 3,500 (early in 1949). Work is done in three shifts of 8 hours each. [redacted]

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[redacted]

25X1A * [redacted] Comment:

The new workshops probably are buildings, the construction of which was started at the beginning of the war but had not been completed. Expansion of the plant is needed as the demand of electro-locomotives will essentially increase. (From 1946 to 1950 the electrified railroad lines increased by 3,300 miles, i.e., about 70 percent.)

25X1A [redacted] Comment:

The VL-22 locomotive has been previously reported to weigh 132 tons.

25X1A *** [redacted] Comment:

25X1A [redacted] reported that work was done in two twelve-hour shifts from 8:00 AM to 8:00 PM and from 8:00 PM to 8:00 AM.

2 Annexes: 1 Budenny Locomotive Plant in NOVOCHERKASSK
2 Budenny Locomotive Plant in NOVOCHERKASSK

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